

## PORTSMOUTH AND HER GROWING SUBURBS

Her Commercial Growth and Development.

THE TERMINUS OF THREE VALUABLE TRUNK LINES

Handsome Structures and Public Buildings.

A LARGE AND INCREASING NUMBER OF INDUSTRIES.

Three Banks and Two Building Associations and the Amount of Capital Invested.

THE NAVY-YARD AND BUILDINGS

The Vast Number of Mechanics Employed and the Amount Annually Expended.

While Norfolk has been increasing rapidly in territory and population and advancing in business, Portsmouth has followed close in her wake in commercial growth and industrial development.

Directly opposite to Norfolk on the river's west side it compactly covers in its corporate limits about a mile square. With the suburbs, including West Norfolk and Port Norfolk, the population can be set at 22,000 inhabitants, about 17,000 urban and 5,000 suburban.

### NAVY YARD.

It is flanked on the south by the United States Navy Yard, which imparts vitality to business and employs about 1,500 mechanics and laborers. The annual pay roll is close to \$1,000,000.

The advantage of the waters of the Chesapeake as rendezvous for the fleets and squadrons of the mother country was perceived and repair shops were established here long before the War of Independence. This property was wrested from his Britannic majesty during the revolution by the patriots of Virginia, and was confiscated by the Old Dominion and sold by it to the nation in 1800 for \$12,000.

In 1883 the valuation placed upon the eighty-three acres of ground occupied was \$1,600,000; of the thirty-five buildings on it, \$500,000; of the machinery and equipment, \$650,000, a total of \$2,800,000. The land is more valuable and many additions have since been made to build and repair the new steel cruisers, so that to day it stands as one of the finest navy-yards in the United States.

Among the other structures at the yard are offices and officers' quarters, boat and timber sheds, machine shops, storehouses, two dry-docks, a marine railway tramway throughout the whole place, a water works and electric plant of sufficient capacity for the entire area. There are also cooling facilities and anchorage for the training and receiving ships of the station. Much of the history of the country is disclosed by the chronicles of this yard.

Deatur, the Barrons, and some of the cleverest American naval commanders, have been assigned here for shore duty. The "Chesapeake," in which Lawrence distinguished himself, was built here, and several smaller craft during the desultory war with France. The man-of-war "Delaware," in 1799, the "John Adams," in 1830; the sloop "Yorktown," in 1839; the steamers "Lawrence" and "Perry," in 1847; the steam frigate "Powhatan," in 1850; the "Roanoke" and "Colorado," in 1857, were built here; and the famous "Guerrriere" lying here in 1821 was made a school for midshipmen.

In April, 1861, soon after the outbreak of the war, the Federal commandant fired the yard and its contents, and the war vessels in the stream. From the hull of the "Merimac," which was sound, the Confederates while in possession in 1861 and 1862 constructed the "Virginia," famous to this date as the first iron-clad ram used in naval warfare and for her combat with the celebrated "Monitor," built by Ericsson for the Federal side. The steel cruiser "Raleigh" has just been completed and the new battleship "Texas" is receiving her armor. Secretary of Navy Herbert and the heads of the different naval departments are loud in their praises of the advantages of this yard and the efficiency of the work done here.

Admiral George Brown is now commandant of the yard, with Constructor F. T. Bowles in charge of the construction of the new vessels, etc., etc.

### NAVAL PARK.

Along the river front in the northern portion of the city is the spacious Naval Hospital grounds which are used as a public park for the people of Norfolk, Portsmouth and vicinity. The Government permits their free use for recreation and diversion and they are much frequented. There are seventy-five acres of these grounds, nearly the whole clothed with the primeval pine which covered much of Norfolk county at the time the site was selected in 1825. In that year construction of the hospital was begun "of that imposing building of freestone and granite, whose splendid facade of ten Tuscan columns makes up the most prominent landmark of the river."

The architect of the building was

the distinguished John Haviland, of Philadelphia. It cost, completed, \$800,000, and there has been spent in beautifying the landscape, in restoration, repairs, etc., on the premises a sum approaching \$2,500,000. It has accommodations for 600 patients, and is, strictly speaking, a naval hospital, seamen of the merchant marine being treated at St. Vincent's Hospital. Dr. Cleborne now has charge.

### GOVERNMENT.

Portsmouth has a somewhat antiquated and cumbersome form of charter. It is governed by a mayor, Hon. L. H. Davis, and council of nineteen members and a board of aldermen. The latter have no legislative function, but have certain managerial powers. One of them acts as mayor in the absence of "his honor," but the office is an honorary one, and the persons elected sometimes do not qualify at all.

The real administrative officials are chosen by the Council and perform their duties under that body, or under Commissions of Health, Schools and Police. Portsmouth is one of the quietest towns in the State. Sunday law is strictly enforced. It has few saloons and in respect of the social evil is a model place. The majesty of the law has its representation in a modest force of fifteen men with Capt. P. T. Tynan as chief. For the fire service, manufacturing, purposes, and the health and well being of the residents, there is

### A WATER SUPPLY

provided by the Portsmouth and Suffolk Water Company. It is brought from Lake Kilby, twenty miles distant, is stored in a stand-pipe reservoir and is exceedingly clear and wholesome. The pumps at the lake have 2,500,000 gallons daily capacity.

The fire department consists of 200 volunteers and eight paid men organized in two companies, and equipped with two first-class engines and 2,000 feet of hose. There are 110 fire plugs distributed so as to afford thorough protection. Capt. W. T. Robinson is chief of the Portsmouth Fire Department, which position he has held for the past twenty years.

There has not been a really severe fire in Portsmouth for ten years. Last year's losses, all told, did not exceed \$5,000 to the insurance companies, although they collect \$60,000 or so a year in premiums. The department is considered the finest in the State, and Portsmouth enjoys the lowest rates of any city in Virginia.

The streets are laid out with regularity and are exceptionally broad. They are either paved or shelled. High, Crawford, Middle and County streets, the principal business thoroughfares, have Belgian block pavement and cobble stone. The streets are handsomely shaded, and many of the homes in the residence quarter are charmingly embowered in magnolia, sycamore and elm. Saventy are lights, furnished by the Portsmouth Gas Company, illuminate the city. The Citizens' Light, Heat and Power Company furnish nearly all the incandescent lights to business places and residences.

### SCHOOLS.

The public schools in Portsmouth are thirty two in number and three school buildings, all of which are in good condition. One is for colored children. There is a High School department for those advanced. About 1,800 children attend the schools, and thirty two teachers are employed. With the annexation of Park View during the past year, the necessity for another school is apparent. There are two good Catholic schools, one for boys and the other for girls, with a combined attendance of 200, and several private schools. The Portsmouth Seminary and Portsmouth Academy are most of note among these last. Major Moses P. Handy, of World's Fair fame was educated at the latter.

The tax valuations are \$5,820,346, the tax rate \$1.80, and 40 cents State, of which 25 cents goes for the schools. The city debt of \$650,000 is offset by assets in the shape of buildings, ferry franchise, railroad stock and other items.

The annual revenue is \$104,000, and the expenditures, \$100,000. Portsmouth is the county seat of Norfolk county. Among the public buildings is the county Court House, City Hall and Postoffice.

A new jail for the use of city and

county has just been erected at a cost of \$27,000, and a new market house and an Armory costing \$30,000, and a new fire engine house is just completed at a cost of \$6,000. A hospital will probably be erected on the old jail site in the near future. Its finest business structures are the Kirm, Brandt, Feed, Crawford, Market, Culpepper and Lindsey blocks. Its costliest residences are those of John H. Hume, Jos. A. Parker, Mrs. Beverly Armistead, Jos. A. Bilisely, Admiral Brinkley, John Mahoney, William H. Peters, E. H. Owens, A. H. Lindsay, John O. Emmerson, C. S. Sherwood, Edward Powell and John L. Watson. The building of an electric line is now agitated. In the center of the city is an ornamental shaft of granite fifty feet high, erected by the city to the memory of its Confederate dead.

Portsmouth has two street railroads, altogether six miles long. The ferries connecting it with Norfolk and Berkley are owned jointly by the city and Norfolk county. Fine boats, making fifteen minute trips, are provided by the lessees of this ferry, who pay an annual rental of \$16,000 for the privilege.

INDUSTRIES. Portsmouth is the terminus of three trunk lines—the Seaboard Air Line, the Norfolk and Carolina, and the Atlantic and Danville railroad. The former have made extensive improvements during the past four years, spending over \$250,000 in building and enlarging docks and yards. It is now building a handsome union passenger depot that will cost, when completed, about \$65,000, and will be one of the best equipped in the South.

The general offices and shops of this company are located in this city. The Atlantic and Danville railroad have also their general offices and repair shops located here. It is probable the passenger trains of the Atlantic and Danville and Norfolk and Carolina railroad will come in the Union passenger depot of the Seaboard Air Line when completed.

### BANKS.

Three banks furnish the business community with the sinews of trade. The Bank of Portsmouth organized in 1867, can lay claim to being the oldest bank in the "Twin Cities by the Sea." It has done a successful business since its organization. Mr. Jos. L. Bilisely, the present cashier, was elected in October, 1889. Shortly after the capital stock was increased to \$100,000, and its business has doubled in past four years.

Its average deposits during the past four months have been \$500,000 and in addition to its capital stock of \$100,000, has surplus and undivided profits amounting to \$17,000. The officers are: Judge L. R. Watts, president; Jos. L. Bilisely, cashier; Directors: W. V. H. Williams, E. N. Wilcox, Goodrich Hutton, George L. Neville, Thomas Scott, Edward Mahoney, Jos. P. Weaver.

### MERCHANTS' AND FARMERS' BANK.

The Merchants' and Farmers' Bank was organized in 1885, with a capital of \$51,500. The success of this institution is shown by its surplus and undivided profits, which now amount to \$52,000. The average deposits for the past six months have been \$130,000. Its officers are John T. Griffin, president; Jas. H. Toomer, cashier; W. G. Maupin, assistant cashier. Directors—Jos. A. Parker, Henry Kirm, B. H. Owens, W. B. Carney, J. S. Borum, Geo. L. Neville, R. C. Marshall, T. J. Barlow, John L. Thomas, John S. Crawford.

This bank has just declared a 4 per cent semi-annual dividend.

### THE PEOPLE'S BANK.

The People's Bank was organized nearly two years since, and has a handsome building of its own. Its capital is \$50,000; surplus and undivided profits, \$5,000; average deposits for the past six months have been \$150,000. This bank paid dividends on its stock the first year of its organization, and a criterion of its success is shown in the market value of its stock, which is quoted to day at \$110 per share of \$100.

Officers—John H. Hume, president; A. B. Butt, cashier. Directors—J. F. Crocker, Dr. C. L. Culpepper, M. D. Eastwood, John T. King, Charles A. McLain, F. D. Gill, Charles R. Nash.

PORTSMOUTH INSURANCE COMPANY. The Portsmouth Insurance Company is the oldest home insurance company in Eastern Virginia. It was organized in 1852. Its capital stock is \$32,000 and has a surplus at present of about \$45,000. It has for years paid 10 per cent annually to dividends to its stockholders. Officers: John C. Emmerson, president; W. V. H. Williams, secretary; directors, Legh R. Watts, J. H. Hume, G. L. Neville, W. S. Laughorne, J. F. Crocker.

This company owns its building on High Street.

Portsmouth has two local Building Associations, the Portsmouth and Norfolk County and Home Permanent, which represent about 7,000 shares of stock, or a capital of \$700,000 invested in homes in Portsmouth and Norfolk county. Their aggregate is about \$3,000,000 a year.

### LEADING INDUSTRIES.

Below will be seen a statement of the leading industries, corporations and associations and the amount of capital employed by each: United States Navy Yard, 1,500 men employed, S. A. L. car shops and roundhouse, \$250,000, A. and D. car shops and roundhouse, 150,000, Portsmouth Basket Works, 50,000, Portsmouth Chemical Wks, 35,000.

Haynor Mfg. Co.	25,000
Bank of Portsmouth	100,000
Portsmouth and Smithfield R. R.	(chartered)
Portsmouth and South Mills R. R.	(chartered)
Portsmouth and Richmond R. R.	(chartered)
Hume Minor Piano Co.	50,000
Western Br. Drawbridge Co.	20,000
Air Line Turnpike Co.	40,000
Port Norfolk and West Norfolk Drawbridge Co.	20,000
Portsmouth Cotton Mfg. Co.	68,000
American Fertilizer Co.	25,000
Sunny South Mfg. Co.	20,000
Frank Hinch Lumber Mills	20,000
Norfolk & Carolina Chemical Co.	250,000
F. S. Royster & Co., Gunno	20,000
River Front R. R.	(chartered)
Portsmouth Gas Co.	80,000
Portsmouth Insurance Co.	32,000
Citizens' Light, Ht. & P. Co.	50,000
Portsmouth Street Rwy Co.	50,000
Brighton Nurseries	5,000
Portsmouth and Suffolk Water Co., Nanamond Water	500,000
ter Co., Mahoneyville Distilling Co.	500,000
Portsmouth Park Railway and Development Co.	50,000
Seven planing and saw mills.	50,000
Two oyster shucking houses.	20,000
Three hotels.	80,000
Portsmouth and Norfolk County Ferries.	200,000
Port Norfolk Land Co.	100,000
Merchants' and Farmers' Bk.	51,500
People's Bank.	50,000
Portsmouth Company.	1,000,000
Portsmouth Lumber Manufacturing Company.	50,000
Century Sawmills.	10,000
Portsmouth and Norfolk County Building Association.	350,000
Home Permanent Building Association.	320,000
United States Navy-yard.	1,000,000
Portsmouth Land and Improvement Company.	100,000
South Portsmouth Land Company.	50,000
West Portsmouth Land Company.	50,000
Seaboard Land Company.	100,000
U. S. Naval Hospital.	10,000
Portsmouth Machine Works	10,000
Owens' Cigar Factory.	5,000
Seed's Ship yard.	10,000
Portsmouth Ice Company.	25,000
Hygienic Ice Company.	25,000
Phillips & Mahoney Planing Mills.	10,000
Sullivan's Carriage factory.	10,000

ITS COMMERCIAL INTERESTS. The commercial interests of the city, mercantile and manufacturing, may be summed up as follows:

There are ten houses here in jobbing trade, nine of these grocers, handling cotton or peanuts, or both, and doing a commission business in truck. The annual aggregate business of these ten is fully \$2,000,000. There are 300 retail stores.

### AN IMPORTANT DEVELOPMENT.

The most important development in the near future will be brought about by the Portsmouth company, which has a capital of \$1,000,000, and owns 1,783 acres of land and three and a half miles of water front adjoining and running south from the Navy Yard. This company is closely identified with the Norfolk and Western railroad, and is offered by John H. Dingee, President, W. G. Wigram, Secretary, Directors, Logan M. Bullitt, S. Henry Norris, of Philadelphia, Col. Wm. Lamb, of Norfolk, and Dr. Wm. Schmale and W. V. H. Williams, of Portsmouth, and G. W. Campbell, of London, Eng.

At the last annual meeting of the company, held some two months since, \$47,000 was subscribed to the stock of the River Front railroad, which is to be built along the water front, and is designed to form a belt line connecting the Norfolk and Western railroad, Seaboard Air Line, Atlantic and Danville railroad, Norfolk and Carolina railroad and Norfolk and Southern railroad.

This road will be constructed in the near future and the active development of the property commenced.

The Portsmouth Land, Improvement and Promotion Company owns 180 acres and has twenty houses now up. Its property is on the western edge of the city. Jos. L. Bilisely, president; Jas. W. Brown, Jr., secretary.

The Port Norfolk Land Company has 400 acres with sixty-five houses up, a hotel and street railway, four parks laid out and a large furniture factory. Plans have been prepared for the erection of a large female seminary. This property surrounds the terminus of the Norfolk and Carolina railroad. M. W. Mason, manager.

At the terminus of this road is now under construction the immense manufacturing plant of the Norfolk and Carolina Chemical Company which will occupy ten acres, and cost about \$250,000.

Within the past two months the West Norfolk and Port Norfolk Bridge Company have completed the drawbridge across the Western Branch at a cost of \$20,000, and permission has been granted to construct a bridge across Scott's Creek, thus uniting closer Portsmouth with the suburbs that cluster on the west side of the Elizabeth River.

Mr. Frank Hinch, of Hamilton, N. C., is erecting also, near the terminus of the Norfolk and Carolina railroad, a large lumber plant which will give employment to a number of men.

Application has been made to the court for the necessary condemnation proceedings to extend one of Portsmouth's streets through to Gilmerton locks, four miles south at present, but which by this extension will be brought within two and a half miles of the city.

The time, therefore, is not far distant when the territory from Gilmerton to West Norfolk, for six miles along the water front, will be closely populated with people and dotted with manufacturing concerns, attracted by the excellent rail and water facilities afforded along this section.

The Portsmouth Cotton Manufacturing Company have just completed their extensive mills, costing \$26,000, for the manufacture of knit underwear. These mills are located on the outskirts of the city between the tracks of the Seaboard Air Line and the Atlantic and Danville railroad and the company owns eight acres of ground. The construction of the mills having been completed the equipping will commence at once. T. W. Whissant, Superintendent of the Seaboard Air Line, is president, Jas. A. Mulvey, secretary and A. B. Butt, treasurer. The mills when equipped will employ about 200 hands and cost \$100,000.

The shingle mill of Mr. John T. Halsted employs about twenty-five hands, with a daily capacity of 14,000 shingles.

The Century Shingle Mills employ twenty hands and turn out about 15,000 shingles per day.

The Park View Land Company owns twenty-two acres in the recently annexed portion of Portsmouth, which has been graded and laid off in streets, and several houses have been erected.

The Portsmouth Basket Works gives employment to 200 hands in manufacturing fruit boxes, berry crates, butter dishes, etc.

The Elizabeth River Terminal Company was organized in 1894 with a capital of \$600,000 to purchase the tract of land and water front lying between the Seaboard and Roanoke Railroad terminals and the United States Hospital, embracing about 90 acres to erect standard warehouses, compresses, wharves, etc., for the purpose of reducing to a minimum the present and unbusinesslike methods of handling cotton.

Two years ago it was rarely that an ocean steamer was seen at our wharves. To day four English tramp steamers are loading and the Seaboard Air Line is over crowded with cotton for foreign shipment, that in years gone by has moved through other ports.

The Waverly Water Front Company, with a paid-up capital of \$50,000, Judge L. R. Watts, president, and Dr. V. G. Culpepper, secretary, owns some valuable wharf property on North Street.

Portsmouth has three hotels, the Hotel Portsmouth, the Central, and the St. Elmo.

There are three military companies, the Old Dominion Guards, the Portsmouth Rifles, and Grimes' Battery, all well officered and with full ranks.

PORTSMOUTH'S FUTURE is, therefore, bright, situated in the centre of the early truck region, with fish and oysters in abundance, the cost of living is cheap. With six miles of deep water front, extending from Gilmerton Locks to West Norfolk, fed by the Seaboard and Atlantic and Danville railroads, her industrial advantages must be apparent, and with liberal taxation and inducements to capital, her future growth must be phenomenal.

Capital, ever timid, must be encouraged, and as wages are always higher in coast cities than in the interior, inducements in the way of free taxation for a number of years to manufacturing concerns, are necessary, that a foothold should be secured by the investor.

While building in other cities have been at a standstill over 5,000,000 brick have been used in Portsmouth in the construction of new buildings during the past year. The time has come when Portsmouth cannot stand still. She must push ahead.

The near future will therefore witness inducements to manufacturers; a lower tax on bank capital and a liberal spirit displayed in the encouragement of industrial and commercial growth, which means wealth to the community, employment to her mechanics and workmen and prosperity to her people.

Whether the new century opens with a "Greater Norfolk," or with the twin cities by the sea under a separate municipal government, the commercial and industrial growth must be onward and upward, and that can only be secured by a harmonious and concentrated effort to make Norfolk the leading commercial city of the South and Portsmouth the leading industrial center.

### COMMERCIAL GROWTH

And Industrial Development--Both Cities Must Push.

While the growth of Norfolk's business during the past four years has been enormous, yet, taking the map and examining her geographical location, her importation facilities, both rail and water, makes us realize that the trunk lines seeking this harbor are greater feeders than distributors. They pour coal, lumber, cotton, rosin, naval stores and heavy merchandise into our laps and take back general merchandise in return, but are not these shipments on return gathered from Boston, Providence, New York, Philadelphia and Baltimore, rather than shipped from Norfolk or Portsmouth direct?

The tracks of the Seaboard Air Line and Atlantic Coast Line extending throughout the entire South furnish a natural trade territory for this city that should be entirely covered by our business men. Norfolk has considerable trade along the above roads and the Norfolk and

## THRIVING AND PROSPEROUS TOWN OF BERKLEY

A Progressive and Busy Municipality.

HER MANY LARGE, VARIED AND PROGRESSIVE INDUSTRIES

Its Advantages for Manufacturing Sites.

HER COTTON AND LUMBER MILLS ARE FLOURISHING

A Goodly Array of Churches and Many Institutions of Learning.

A STEADY GROWTH IN POPULATION

Agitating a Greater Norfolk by Annexation of Berkley With a View of Having a Free Bridge, Etc.

Berkley and its suburb, South Norfolk, has a population of about 9,000 souls. It is situated between Norfolk and Portsmouth and is divided from Portsmouth by the Southern Branch, and from Norfolk by the Eastern Branch of the Elizabeth River. It is the manufacturing section of Norfolk and Portsmouth, and bids fair to increase in manufacturing. It has six large saw and planing mills, having an aggregate working capital running into the millions and employing hundreds of men, and turning out probably as much as 200,000,000 feet of rough and dressed lumber per annum.

Lumber buyers from all sections have begun to realize that yellow pine as a finisher competes with white pine, and owing to its low price and durability it is gradually taking the place of white pine and other finishers. To an impartial observer it must be conceded that this branch of trade and enterprise will largely increase and materially in the growth and development of the town and section.

Two large cotton mills, running regularly, and frequently working double time, employing several hundred men, women and children, are factors to the growth of the town.

Three machine shops, three marine railways, one foundry and several other enterprises are located in Berkley and are running regularly, giving steady employment to a number of men.

The Norfolk and Southern railroad has its freight terminus and machine shops located here, which give employment to a large number of men.

The town has a street railway that connects it with its suburb—South Norfolk, where some of the finest residences in this section are under course of construction. The South Norfolk Water and Electric Light Company have their plant there, which furnishes the town with water.

It may be confidently said that no section in the vicinity of Norfolk and Portsmouth has better advantages for manufacturing than Berkley. The supply of water from

driven wells is inexhaustible, and of the best quality, far surpassing that of Norfolk and Portsmouth for drinking and manufacturing purposes. Boilers are little liable to scale when this water is used.

To these enterprises Berkley owes largely its present wealth and population. As to churches and schools Berkley has her full quota. Nearly all the various denominations have good churches, and in some instances, namely, the Methodist, Baptist and Episcopal, have two each. The public schools, with a full corps of teachers and a seating capacity of about 500 pupils, compose our present free school advantages. Owing to the steady increase of population the present seating capacity will soon be inadequate to meet the demand for admission. In addition to the free schools we have numerous private schools that are well patronized.

There are also located here the Ryland Institute for young ladies and girls, and the Berkley Military Institute for boys and girls, with a full corps of competent instructors, and a large attendance of pupils from the town and other sections of this and other States.

Berkley is connected to Norfolk and Portsmouth by a well equipped ferry. Boats plying between each city every fifteen minutes during the day and twenty-minute trips at night.

The steady growth of the town, and its close proximity to Norfolk, calls for quicker transit, and as the new year dawns upon us some of our citizens are agitating a "Greater Norfolk" by annexation of Berkley and Portsmouth with the view of having a free bridge, electric cars and lights, and a system of sewerage and drainage. Many think in such a progressive step, that the interest of the people of the town would be largely enhanced and the town would then grow as a residential section. On the other hand there are many who favor another "City by the Sea," and claim for such a new city advantages superior to annexation. This question at present bids fair in the near future to be an all-absorbing one.

The same applies to the industrial growth of Portsmouth. With the magnificent stretch of deep water front, accessible to every railroad entering this harbor, she can draw together the raw material and distribute the manufactured articles at a minimum cost. Manufacturing establishments cannot be run without capital and with all the progressive cities throughout the South offering inducements in the way of exemption from taxation to manufacturing concerns for a number of years and limited tax on banking capital, Portsmouth has but to take a step in this direction to increase her importance as a manufacturing center. The beginning of the new year will witness a move in this direction, and as Norfolk pushes her commercial growth so must Portsmouth push her industrial development by eliminating any obstacles in the way and by seeking new enterprises, and as they proceed hand in hand to the end of the century, each striving to advance the welfare of the other, the next four years will witness a period of improvement and prosperity far surpassing the unparalleled display shown in THE VIRGINIAN of to day.

Salt Rheum often appears in cold weather, attacking the palms of the hands and other parts of the body. Hood's Sarsaparilla, the great blood purifier, cures salt rheum.

Hood's Pills are the best after-dinner pills, assist digestion, cure headache, etc.

Many small things frequently work against and retard the growth of business and trade, and many thousands of dollars of business can frequently be secured by judiciously taking advantage of opportunities to draw attention to this port and our ability to sell to other communities because of our superior transportation facilities at the lowest possible prices. The demands of competition are great, and the most prosperous communities are those which live not on themselves, where merchants are bounded by the limits of their own cities, but where the business man or the manufacturer pushes his trade to other cities, and brings wealth and business to his city.

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Steam Pumps, Hoisting Engines, Mud Pumps, Trench Lighters and Timber Wharves for Hire.

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